

To-day's
Advertisements.

SOUTH AFRICAN WAR FUND.

A SMOKING CONCERT

will be given in the
VICTORIA RECREATION CLUB,
IN AID OF THIS FUND,
TO-NIGHT,
(SATURDAY), the 27th January, 1900,
Commencing at 9 o'clock.

AN ATTRACTIVE PROGRAMME HAS
BEEN ARRANGED.

ADMISSION \$1
Hongkong, 27th January, 1900.

THE CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the China Provident Loan and Mortgage
Co., Limited, will be held at the OFFICE of
the Company, No. 9, Praya Central, on
THURSDAY, the 8th day of February, 1900,
at NOON, when the SUBJOINED RESOLU-
TIONS which were passed at an Extraordinary
General Meeting of the Company held on the
23rd of January, 1900, will be submitted for
Confirmation.

RESOLUTIONS.

1. "That the Capital of the Company be
increased to \$2,000,000 by the creation
and issue of 50,000 New Shares of \$20
each."
2. "That the Commission of the General
Managers be reduced to 5 per cent. and
that the figure "8" in the Sixth para-
graph of Article XI of the Articles of
Association of the Company be struck
out and the figure "5" substituted therefor."

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 27th January, 1900. [12th]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE.

DURING THE TEMPORARY ABSENCE
from the Colony of the Underwritten,
Mr. E. C. LANE will SIGN for the Secretary.
By order of the Board,

DOUGLAS JONES,
Secretary.

Hongkong, 27th January, 1900. [12th]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain E. Fey, will be despatched for the
above Ports, on TUESDAY, the 30th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 27th January, 1900. [11th]

SHEWAN TOMES & CO'S. "NEW YORK"
LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN ELEANOR,"
will be despatched for the above Port, on or
about the 9th February.

To be followed by
The Steamship

"MORVEN,"
about the 25th February, 1900.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th January, 1900. [10th]

NOTICE TO CONSIGNEES.

THE P. & O. S.S. Co's Steamship

FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 2nd February, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 27th January, 1900. [5]

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Port Posters, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493]

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD,
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1892.

Intimation.

A. S. WATSON & Co.,
LIMITED.IMPORTERS OF HIGH-CLASS
SHERRIES.

SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal

Capsule \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White

Capsule 12.00

D.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red

Seal Capsule 12.00

E.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule

..... 14.40

F.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) 20.40

B, C, and D are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
vintage. All are true News Wines.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1811.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-
scriptions, Alterations, &c., be addressed to the
"Hongkong Telegraph" and not to the Editor.
Letters on editorial matters to be sent to "The Editor,"
and not to individual members of the staff.
Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
for publication, but as evidence of good faith.
When the columns of the "Hongkong Telegraph" will always
be open for the fair discussion of all subjects of public in-
terest, it must be distinctly understood that the Editor does not in any way hold himself
responsible for opinions thus expressed.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 27, 1900.

REUTER'S TELEGRAMS.

THE WAR.

Natal.

The Boer Position at Spionkop
Captured.

LONDON, January 25th.

A despatch from Buller, dated Spearman's
Camp, 25th instant, says that General Warren's
troops on Tuesday night occupied Spionkop,
surprising the small garrison, who fled. The
hill was held by the British all Wednesday,
although heavily attacked, especially by shell-
fire. General Buller fears that casualties are
considerable and regrets that General Wood-
gate is dangerously wounded. General
Warren is of opinion that the capture has
made the enemy's position untenable.

LATER.

Chiovol.

General Buller reports eleven casualties
at Chiovol on the 23rd instant including
Capt. Derougemont, of the South African
Horse, killed and Capt. Dalton, R. A. M. C.,
wounded.

WEATHER REPORT.

The Observatory report says:—
On the 27th at 11.55 a.m. the barometer has
fallen moderately on the E. coast of China,
risen slightly on the S. coast. The high pressure
area seems to be now central over N.E. China.
Gradients moderate to rather steep with very
strong, but decreasing monsoon on the coast
and in the N. part of the China sea. "FORE-
CAST"—Fresh N.E. winds; fair.

LOCAL AND GENERAL.

TO-DAY, being the birthday of the German
Emperor, the warships and several of the mer-
chant ships in port were dressed and a royal
salute was fired at noon.

It is now known that Sir Nicholas Hannen
goes home on leave on the 18th of May next,
and that Mr. H. S. Wilkinson is to be trans-
ferred to Shanghai from Japan as Acting Chief
Justice.

The Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—
Market Charitable Fund \$50.

On Monday afternoon, on the Happy Valley,
the Hongkong Football Club will play H.M.S.
Centurion. Kick-off at half-past four. Referee—
Mr. R. J. Gerrard.

The Band of the Hongkong Regiment will
play at the Hongkong Hotel this evening, from
8 p.m. to 9.30 p.m.

PROGRAMME:
Marching: "Another's worth" Williams.
Overture: "The Queen's Own" Ambler.
Yale: "The Queen's Own" Ambler.
Festive: "National Songs of Germany" Happy.
Song: "Silver Path" Hevan.
Pikka: "Shop Girl" Macabed.
"God save the Queen."

It is reported that, owing to certain serious
charges of misgovernment made against Gov-
ernor Liu of Hanchow, by a Censor in
Peking, Viceroy Ito of Fochow has been
commanded to investigate the matter, and that
a Taotai and a prefect sent from Fochow are
now in Hanchow *inognito* making enquiries.

It also seems to be the general impression in
Chinese official circles here that Governor Liu
will be removed from office as a result of the
investigation.—N. C. Daily News.

A Lively discussion took place this morning
at the Magistracy. A Chinaman was brought
up before Mr. Hallifax for being a vagrant
without any visible means of support. When
he was searched the sum of one cent was found
among his clothing and Mr. Hallifax contended
that this was visible means of support, as a
Chinaman could support himself for a lengthy
period on this sum. He was, however, eventu-
ally sentenced to 14 days imprisonment.

We cannot say that the aforesaid cent pro-
cured him 14 days board and lodging, so this is
not an answer to the question, how long can
a Chinaman live on one cent?

The greatest preventative of crime is the cer-
tainty of detection. This morning a Chinaman
was brought up before Mr. Gompertz charged
with stealing Government telegraph wire. The
wire was originally stolen by a Chinese
linesman employed by the Military Authorities,
he passed it over to Mr. Dogherly's
ricksha coolie, who in his turn disposed of it to
a marine store dealer. When its loss was re-
ported to the police, enquiries were set on foot
and the wire discovered. The linesman was
apprehended but let out on \$100 bail, which was
escheated, the coolie was sentenced to three
months' imprisonment, the marine store dealer
to six weeks as receiver of stolen property, the
police scored a point, and the Government
regained their stolen property. Not a bad
morning's work!

"The Tien Tzu Hui (Natural Feet Society) of
China is sending a deputation to the Southern
Treaty Ports in the person of Mrs. Archibald
Little, and we understand that on her way to
Canton Mrs. Little is likely to remain a few
days in Hongkong, with the idea of interesting
people there in the work of her Society. It is
unfortunate that here she will not be able
to address the schools, as she is coming during
the China New Year vacation. From Hong-
kong she intends to proceed to Macao, and
Canton and then to Swatow, Amoy and Foo-
chow, and wherever possible, addressing
Chinese meetings, as well as meetings of
foreigners. The Directors of the China
Merchants Co. are so convinced of the good
the Society is doing for China
that they have furnished Mrs. Little with a free
pass by all their steamers as well as with
introductions to leading Chinese. Mrs. Little
has already addressed crowded meetings
attended by high Chinese officials in many of
the Yangtze ports. In England she spoke
before the Geographical Societies of Glasgow
and Edinburgh, as well as before the Society
of Arts in London, and at several London
Ladies' clubs, but she is perhaps best known in
China by her two last books "Intimate China"
and "A Marriage in China," as also by her
husband's, Mr. Archibald Little's, exploits in the
Upper Yangtze, up which he took the first pioneer
steamer in the spring of 1868, himself owner
and captain, and with no other European but
his wife with him.

GLEANINGS BY THE WAY.

Despite the great advertising display in the
local papers, the posters in English and
Chinese posted on every wall and hoarding
throughout the Colony, and the sanguine an-
ticipations of the Members of the Sanitary Board,
the great rat-catching scheme does not appear
to have been such a success as was expected.
The Europeans have absorbed a few rat-traps,
and we are told that one has been served out
to a Chinaman, but the lined-boards have been
left severely alone. The rats have not poured
in, either dead or alive. So for only 18
cents have been expended, so it seems as if the
Government will have to raise the price before
a large stock is forthcoming. I passed a dead
rat in the road this morning, Mr. Editor,
and although I pointed it out to several Chinese
and a Sikh Policeman standing near, none of
them appeared anxious to earn the promised
reward. Perhaps they were too high-minded
about two cents; as for the rat, he was cer-
tainly high—I didn't stop to enquire into the
state of his mind.

Talking of lined-boards, I really don't wonder
that the public shun them. I met your
time naturalist the other day, and as usual
he was in trouble. It appears that he is very
friendly with a well, he calls it a chow dog,
named Smutty, and otherwise known as the
British Lion. His second name was given
him on account of his having been shorn until
he faintly resembled that fabulous creature,
looked in fact like the heraldic lion. Well,
Smutty's master was troubled with
rats (no, not pink ones Mr. Editor), and he
procured some bird lime, and put it down near
the rat-holes. The rats, a couple of them,
came, they saw, and they stuck to the bird lime
and to each other. Then Smutty was called in;
he was jubilant; he had never before met
a rat that hadn't chased him round the neck,
and he determined to take it out of these two.
Smutty made a furious rush at the helpless
rats and threw them up; down came the rats on
Smutty's left eye-brow and there they stuck.
The scene that ensued was a painful one.
Smutty ran round the room with the rats
and everything he touched he annexed. The
"lame one" told me that when he arrived
on the scene the only bit of furniture that
Smutty wasn't attached to was the piano, and
that was too heavy. The naturalist, and

Smutty's master spent several hours with a hot
bath rescuing the furniture and Smutty and the
rats. Now when shroffs come to call on
Smutty's master he has them shown into the
bathroom where the bird-lime is kept. He is
getting quite a nice collection of them.

I don't think you did well to complain of the
Star Ferry Company the other day, Mr. Editor.
Some people take these things too seriously.
This must have been the case with the
Fugiller the other day or he would never have
dropped the ticket collector overboard. I don't
suppose you meant to insinuate that the Ferry
Company should run free launches, but doubt-
less the Absent-minded Beggar in question
thought otherwise and felt that a ticket collector
was one of those little things that ought to
be left behind him. Why don't the Ferry
Company have Kipling's refrain of "pay, pay,
pay!" printed and stuck up on the launches?
It would save a world of trouble and besides,
ticket collectors are expensive nowadays,
especially if the bell-punches are thrown over-
board with them.

By the way, have you seen the new motor
car? I believe that it has designs upon the
Colony, for it is a fearsome vehicle and strikes
terror into the bravest heart. I imagine an
overgrown tricycle rushing along at twelve
miles an hour and coughing like an elephant
with the crank and you have a faithful picture
of the machine in question. It has not run
smooth down Queen's Road yet, but I shall not
be surprised to hear that it has done so and that
the "Volunteers have been turned out to suppress it."
If this should happen, I'll back the motor car.
I hear that when it explodes it has a much more
effective range than the obsolete, muzzle-load-
ing guns with which our citizen soldiers are
armed and that Lyddie is nowhere compared
with it. Can it be that it has been sent here
by President Kruger to put on the way for his
invasion of Hongkong? The General had better
exercise the troops in preparing to receive motor
cars. Evidently when the War Office wanted
to send General Black a cavalry regiment and
he asked that the men should be mounted on
goats he had never seen this awful engine
of destruction. Had he done so we should
have had that cavalry regiment and the
Colony would have been called upon to double
its Military Contribution in order to provide
motor cars in lieu of horses.

I notice that the Police have at last been
supplied with overcoats. You have agitated
for this for some time past Mr. Editor, and
now that the new order of things has come
about I suppose that some official will take all
the credit to himself and claim that suggestion
as his own. However, the police themselves
know of them have to thank I have read
several of them remark that they look upon the
"paper as a benefit for the races. Couldn't you
suggest that the Government supplied it?"
[Have no doubt the Gael Authorities will
oblige you, in time.—Ed.]

GLEANER.

QUARANTINE IN NETHERLANDS
INDIA.

The Consul-General for the Netherlands
informs us that the Governor-General of
Netherlands India has decreed that all ships
or vessels arriving from Hongkong and Canton
or having called at these ports are subject in
Netherlands-India to a quarantine of ten days
from the date of departure from Hongkong.
Since the last case of plague on board an impor-
tant vessel is temporarily prohibited animal refuse,
bristles and bones, animal or human hair and
bristles, hides, which are untreated and which
are salted or cured with arsenic, raw wool and
rags, bags or sacks which have already been
used, coming from Hongkong and Canton or
transhipped at these ports.

Also it is temporarily prohibited to import from
Hongkong and Canton into Netherlands-India
tapestry and used embroideries unless they are
transported as personal baggage or in conse-
quence of change of residence.

HONGKONG SHARE MARKET.

HONGKONG, Friday, January 26th.

Messrs. Benjamin, Kelly and Potts, in their
weekly share report, state:—

Enquiry for most stocks has been more or
less general during the week and the market
closes firm at quotations with a tendency to
rise. The Hongkong Tea Company, Limited,
has given notice that its Fifteenth Annual
Meeting will be held on the 7th February.

The transfer books will be closed from the 7th
instant to the 7th proximo, both days inclusive.
The Hongkong and Shanghai Banking Cor-
poration has advertised its Ordinary Half Year-
ly Meeting for the 17th February. The transfer
books will be closed from the 3rd to 17th pro-
ximo, inclusive. The Star Ferry Company,
Limited, has notified that Fully Paid Up
Scrip are now ready, and shareholders are
requested to send in their certificates to the
Secretary to be exchanged for the same.

Banks.—Hongkong and Shanghai
Banks are quiet with only small sales at 340
and 339 per cent. premium. The London
quotation is 360. Nationals are steady at \$27.
Marine Insurances.—Unions can be placed at
\$235. China Traders' are obtainable at 180.
North China have been fixed at 180.
Fire Insurances.—Hongkong Fires have been
sold and are wanted at 135. China Erics are
firm with buyers at 88. Shipping.—Hongkong,
Canton and Macao Steamboats have been done
to a fair extent at 93 and close with further
buyers. Indo Chinas after sales at 82, are
offering at the rate. China and Manilas have
buyers at 85. Douglas Steamships are
obtainable at 55. Shell Transports have
been negotiated at 125. Refiners.—China
Sugars are steady at 115. Mining.—Pur-
sues sold at 52. Queen Mines have been
done to a considerable extent at 27 and 30
cents. Jelebus have advanced from 121 to
123 with sales at intermediate rates
and close with further enquiries at the
latter. Raubs have been bought at 62.
Docks, Wharves and Godowns.—Hongkong
and Whampoa Docks have changed hands at
53 per cent. premium. Kowloon Wharf shares
have been fixed at 85, 84 and 84. Lands,
Hotels and Buildings.—Hongkong Lands have
been in strong request and sales have been
effected at 113 and 114 ex the dividend of
23 paid on the 31st instant. West Points have
taken off the market at 137, 138, and 139, ex the
dividend of 15 paid yesterday. Hongkong
Hotels have been in fair demand and have been
booked at 123, 125, and 126. Humphreys' Estate
have been dealt in at 93 and 97.5. China
Providents have been sold at 94. Cotton
Mills.—Hongkong Cottons have been placed at
40. Miscellaneous.—Green Island Cements are
quicker with sellers at 82. China Bonds have
been negotiated at 115. Hongkong Electric
have been in steady demand and have been
sold, at 100 and 101. The new shares
have found buyers at 2.10. Ropes are in the
market at 300, 100, after sales at 135 have
been done at 140, and are now steady at 142.
Campbell and Moore have buyers at 66.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

To THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—It may be of some interest at
this stage of the war to read an old soldier's
opinion on the lessons that may be learnt from
it, both from our successes and from our dis-
asters. Taking the latter first and the one that
is freshest in the minds of your readers, Lord
Methuen's, I think I am safe in saying this
disaster was principally caused by advancing
in close formation, quarter column, the closest
formation extant.

Why was this formation adopted? I cannot say
for certain, I can only suggest one, the one which
to me seems most probable and from which a use-
ful lesson can be learnt. It was a night attack
and Lord Methuen counted too much on his
men as machines, incapable of acting individu-
ally and so under the necessity of being in close
touch with the officers. There is great likeli-
hood of this being the reason of this formation
being chosen, as I, an old soldier, can com-
petently state that military training as at present
carried on ignores the man and makes him
into an integral part of a machine. This baneful
influence permeates all ranks; take for
example the artillery commander who uncon-
sciously landed his guns right into the
midst of a party of Boers and so lost them.
For scouting and for attack it is essential
that each individual soldier must be
capable of acting on his own "two feet
sic." Discipline and uniformity, that bugbear
of a soldier's life, must be maintained, it will
be answered. Quite so, but discipline does not
mean the stamping out of individuality, and
it is as well to make the man uniform to the
highest standard of individuality, a mediocre one.
There is one other lesson to be learnt from
this disaster and that is, that the formation of
attack is not every thing, it mostly depends on
the men themselves.

One remarkably pleasant object lesson has
been given to the world at large, but has been
so often commented upon that I will only
mention it. It is the bravery of our
officers. Without detaching one iota of praise
for their gallant behaviour I must point out
that in many instances a sergeant, or some
other non-com, when his officer has fallen, has
taken the lead equally as bravely and effectively.
These men have risen above the dull routine
of military life and shown themselves capable
of individuality. They were not picked men.

I have said enough on this subject and pass
on to another equally as important. Long range
volleys and the bayonet. I think I can safely
say every success we have had has been at the
point of the bayonet. How can it be other-
wise? The Boers have every advantage, their
rifles are equal, if not superior, to ours, they
are adepts at taking cover, they are used to the
idiosyncracies of the climate, and so wonder-
fully competent to judge distances (a branch of
instruction sadly neglected in our service) and
so it stands to reason that a duel at long range
must prove disastrous to our men. It is easy
enough firing at a fixed target, especially when
that target cannot fire back, the conditions are
totally altered when you are aware a man be-
hind another rifle is potting at you, and if you
do not hit him before he gets up to you he is
going to stick you through with his bayonet.

Under these conditions the aim is apt to be not
quite so accurate. It is under these very
conditions the Boers are fighting, and we have
the great advantage that they are not armed
with the bayonet. We are, when the army
authorities understand the value of this weapon?
When will the use of it be efficiently taught?
Importance of which is shown by the lessons
derived from this war.

I have, Sir, been on field days, and when we
have arrived at the top of a height which we
were supposed to be taking from the enemy,
nearly all, I might say almost all, of us were
so fagged out and breathless that for practical
fighting we should have been useless, especially
against men who had been lying down, defend-
ing the place with their rifles. I am giving this
instance, Sir, to show the necessity of physical
drill; no, not drill, training. Marching is good
and in a country where roads about very ser-
viceable, but the Boer war has shown us that
something more than mere marching is required,
climbing up almost inaccessible heights,
and then being able to fight the enemy. This
is practised in the service. Major-General
Gascoigne has recognised it and given a shield
to be competed for, as a point to point com-
petition. I do not say the officers of the reg-
iment have not, but have they thoroughly
supported the General in this direction? Has this
race become confined to cliques or is every man
compelled to train for it? Sport is the best train-
ing for a soldier, and ought to be more encour-
aged than it is. There is no doubt that the best
physically trained soldier must conquer in the
end.

One word more, Sir, then I will finish. The
characters of the Generals have been held up
to public criticism and invariably it has been
shown that the most successful Generals are
those who are most popular with their men. It
must not be thought from this, they are popular
because they are the easiest with the men; just
the contrary is the case, they are the strictest
disciplinarians, but they associate, or have
associated with their men and understand them
individually. Take for instance Lord Roberts.
What has made him so popular with his
soldiers? Because he understands him, and if
I had time and space I could give many in-
stances where the Soldiers' "Bob" has shown
that he has recognised merit in the lowest
ranks. Sir Charles Warren, Sir Hector Mac-
donald and Sir Redvers Buller are all strict
officers, but all have made it their business to
"understand" Tommy. I can speak from
personal experience, let a soldier, private though
he be, make a complaint to Sir Charles Warren,
and the general will see that he gets justice.
The general in times of peace fights Tommy's
battles and in time of war Tommy will volun-
tarily sacrifice his life for that general. With the
usual apologies.

I am, etc.,

M. H. W.

Hongkong, January 27th, 1900.

SOUTH AFRICAN WAR.

SAILORS AND SOLDIERS' FAMILIES' FUND.

The Undersigned begs to acknowledge with
thanks receipt of the following subscriptions to
the above Fund.

T. JACKSON.

Hon. Treasurer.

Further subscriptions will be thankfully
received.

Intimations.

CHINESE NEW YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transaction of Public Business, on WEDNESDAY and THURSDAY, the 31st instant and 1st February, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBERN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. BERNINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHASTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOI,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.

Hongkong, 25th January, 1900. [11b]

INSURANCE HOLIDAYS.

THE Undersigned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on WEDNESDAY and THURSDAY, the 31st instant and 1st February.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LTD.
and
General Managers,
HONGKONG FIRE INSURANCE CO., LIMITED.

DOUGLAS JONES,
Secretary,
UNION INSURANCE SOCIETY OF CANTON, LTD.

W. H. PERCIVAL,
Agent,
NORTH-CHINA INSURANCE CO., LTD.

H. P. WADMAN,
Acting Secretary,
CHINA TRADERS' INSURANCE CO., LIMITED.

SHEWAN TOMES & CO.,
Agents,
YANGTZE INSURANCE ASSOCIATION, LIMITED.

GEO. L. TOMLIN,
Secretary,
CHINA FIRE INSURANCE CO., LTD.

Hongkong, 26th January, 1900. [11b]

THE STAR FERRY COMPANY, LIMITED.

SHAREHOLDERS in the above Company are requested to send their Share Certificates to the Undersigned to be exchanged for FULLY PAID UP SCRIPT.

EDWARD OSBORNE,
Secretary.

Hongkong, 23rd January, 1900. [12b]

"THE ABSENT MINDED BEGGAR."
GRAND NEW PATRIOTIC POEM BY
RUDYARD KIPPLING, Music by Sir ARTHUR SULLIVAN.

Has created a furor unexampled, amazing, immense.

Order at once "for your Credit, Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
Hongkong, Shanghai & Singapore.

Hongkong, 26th December, 1899. [13b]

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT *GRIZEL*. Length over all 20' 6", Water Line 17' 3", Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to

"X,"
c/o This Office.

Hongkong, 26th January, 1900. [14b]

CHEAP SALE.

A PIANO equal to New, on Board H.L.G.M.S. *Horatia*.

For Particulars, apply to
EDM. JOHANNSEN,
Saddell Street, No. 2.

Hongkong, 23rd January, 1900. [15b]

Masonic.



EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on MONDAY, the 29th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd January, 1900. [16b]

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 1st February, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th January, 1900. [17b]

Notice of Firms.

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO.,
12, Beaufort Arcade.

Hongkong, 3rd January, 1900. [18b]

THE WANCHAI GODOWNS.

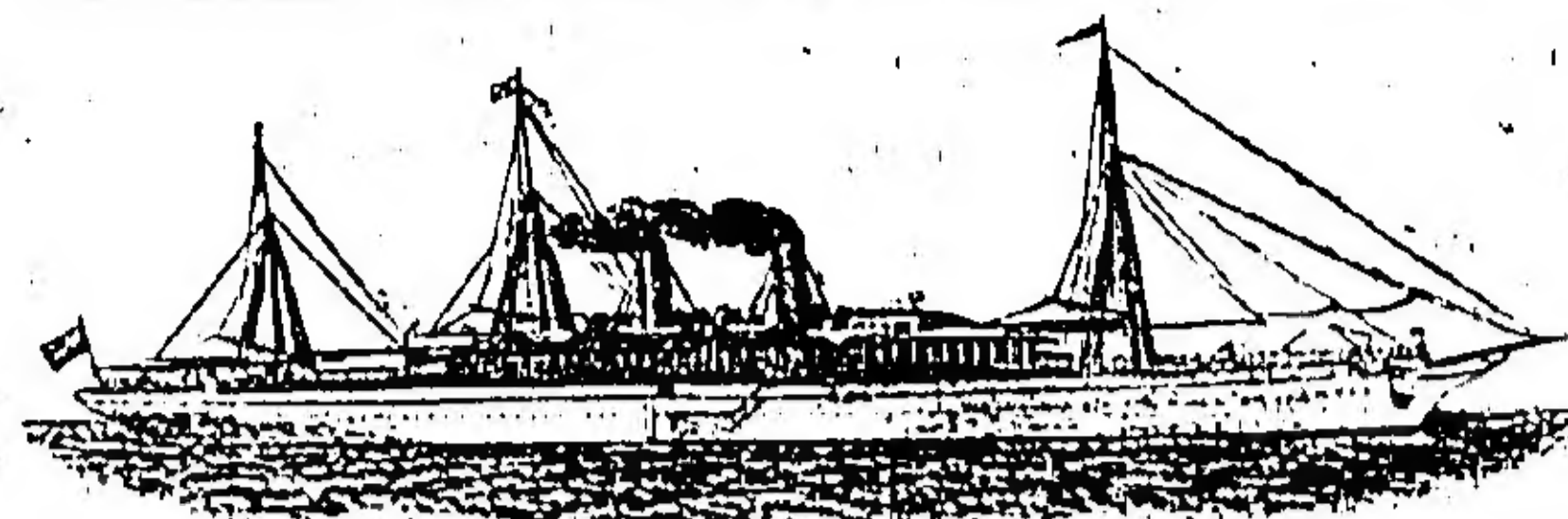
WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING,
MOK KUN HUI,
MOK YUUK LIM.

Hongkong, 3rd January, 1900. [19b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—4500 Tons—10000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 14th February.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 14th March.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, *Pacific's Sheet*.

Hongkong, 17th January, 1900. [15]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma [281] A. Dixon [1] Jan. 30.

Glengarry [375] R. D. Jones [1] Feb. 19.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Algonquin [377] J. Murray [1] Feb. 5.

THE attention of Passengers is directed to the very cheap rates offered by the Line HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDSS carried.

HONGKONG TO NEW YORK £44.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application. Special rates granted to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Ore. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd January, 1900. [16]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Garmarthenshire [299] about Feb. 12.

Belgian King [379] about Feb. 21.

Thyris [346] about Mar. 6.

Lady Jolice [346] about Mar. 31.

THE Steamship "GARMARTHENSIRE" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on or about SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same to be required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [18]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "VALETTA,"

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed and transhipped with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 20th January, 1900. [15]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaulie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th April, at Noon.

THE Company's Steamship

"GAILIC," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 13th February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes, from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC Railways; also the CANADIAN PACIFIC Railway on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

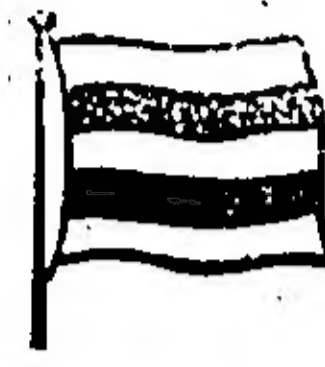
J. S. VAN BUREN, Agent.

Hongkong, 22nd January, 1900. [16]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HARUKA MARU [M. Nishimura] AMOY, SHANGHAI and KOBE... THURSDAY, 1st Feb., at Daylight.

KAGOSHIMA MARU [R. Nishimura] BOMBAY, via SINGAPORE and COLOMBO... FRIDAY, 2nd Feb., at Noon.

HITACHI MARU [R. C. Tod] MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID... FRIDAY, 9th Feb., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 22nd January, 1900. [16]

NORDEUTSCHER LLOYD.

(Freight Service.)

HAMBURG-AMERIKA LINE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WITTENBERG [Madsen] HAVRE and HAMBURG... 28th January, at Daylight. Freight.

HOLSTIA [Biele] HAVRE and HAMBURG... About 8th February. Freight.

*BABELSBERG [Pfaff] HAVRE and HAMBURG... About 15th February. Freight and Passage.

WESTPHALIA [Strunk] HAVRE and HAMBURG... About 27th February. Freight.

ASTORIA [Hildebrandt] NEW YORK (via SUEZ CANAL)... About 15th March. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th April, at Noon.

THE Steamship "HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes, from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC Railways; also the CANADIAN PACIFIC Railway on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th January, 1900. [17]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undersigned Vessel, will sail from CHINA DIRECT FOR

MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSSHIPMENT.

STEAMERS. Tons. Sail. H'kong. S'pore.

Parranatta 4886 Mar. 27 Mar. 31 April 6

Alustilla 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [23]

Auctions.

BATTLEFIELD INCIDENTS AND SCENES.

WHY CAMPAIGNING IS SO DIFFICULT.

CAPE TOWN, November 29th.

Not every reader possibly at home realises the extent of the battlefield in South Africa. The fighting line is a ring of fire encircling a country as large as France. It forms three-fourths of a circle, and is 1,400 miles in length. Unfortunately, every acre of it is British territory. At the time I write, seven weeks after war was declared, no British soldier, with the exception of a few gallant Baden-Powells, has ever stepped the Transvaal or Free State frontier. The historian of the future, who takes his stand on the assumption that the English Government from the very first intended to crush and annex the twin Republics, will find it awkward to explain that only two months after its own Colonies were invaded had it assembled a force equal to that of the Boers. Looking round this fence of fire you see, perpetual change and perpetual peril. The Boers, with really wonderful skill, selecting and seizing the points best suited for their defensive tactics, and our troops, with equally marvellous coolness and bravery, carrying them one after another. The great question held that you should never do what the enemy wishes, for the very good reason that he does wish it. In Natal our troops for weeks past, and along the Western Border at this instant, the Kimberley Relief Column, have had no choice but to do what the enemy wished, which was to assault apparently impregnable fastnesses and storm steep ridges in face of withering shell and rifle fire at short range. The victor at Lydenburg could not help fighting Wellington on ground which the never-broken General himself chose. Time was against the French Emperor; with our commanders the salvation of Natal and the rescue of Kimberley have overruled all other considerations, and the men have shown themselves equal to a struggle in which all the odds of numbers and position have been against them.

A FORTRESS OF NATURE.

In the march to Kimberley you have had the old story. The Boer leader De la Rey, chose at Belmont an admirable fortress of nature—broken kopjes, extending two or three miles in length, and backed by a range of mountains. The front showed the steep face of the ridge. No one who has not seen an African kopje can easily realise it. It is not a hill so much as the stump of a hill, which is left of it after ages of denudation; but the special feature of it is that it is almost invariably covered with a breastwork of boulders. Tropical torrents have washed away the earth and all the soluble components of the rock, and what is left is heaps and lines, or detached masses of sandstone, limestone, or granite. A very large part of the surface of South Africa is strewn with these blocks of all forms and sizes. One of the Table Mountain are masses of granite, left by the rains of unnumbered ages, as large as a house. These are the Boer fortifications, and he has many a number of them. Talk of the Quadrilateral in Lombardy—why, General Joubert has, ready-made to his hand, any number of Quadrilaterals, all in touch with one another. Our Grenadiers, Coldstreams, and Scots Guards, with the gallant Northumbrians, had to storm both the ridges. It cost us many noble lives, but it is marvellous that it should be possible. The brave fellows rushed, over the huge boulders, climbed the steep incline, and took the position. A competent observer who went over the ground afterwards observes that with disciplined troops the feat would have been impossible. The Boers are finding, to their cost, that they have never yet discovered a position which our men cannot take. In ordinary times the mountain deer would lose its breath ascending these kopjes. For whole regiments, with unbroken ranks, to do it while hundreds of crack shots are pouring down on them from the heights above, at very short distance, are pouring a hail of lead from magazine rifles, is hardly thinkable.

THE BOERS AND THE LOSS OF A POSITION.

It is astounding that our death-roll was not larger. The total casualties reported at Belmont were 51, the Grenadiers losing 27, the Northumbrians and Fusiliers 13, Scots Guards 2, and the Coldstreams 8. Against these Lord Methuen accounts for 81 dead among the Boers. An officer familiar with South Africa fighting remarked to me:—"The Boers will not care as we should about the loss of the position, they can find plenty more like it," which, happily, on the route to Kimberley is not the case. But in the present instance they will care for the loss of 81 men, the 54 waggon-burnt, the 50,000 rounds of ammunition, the 4 huge cylinders containing powder, and 750 shells. Graspan was a reputation of Belmont. There also the Boers leader had seized a line of kopjes which our men carried at the point of the bayonet, the Guards, the Naval Brigade, the Yorkshire Light Infantry, and the Loyal Lancashire Regiment specially distinguishing themselves. Our attack was resistless. It is all very well for General Joubert to write to the Berlin Press that the Boers prefer to carry on a defensive war; no other is possible. He did not know so well a month ago as he does now what a serious charge he is but he is perfectly aware by this time that the bravest of his burghers will not stay for it. A prisoner taken at Belmont was asked why he had not remained on the crest of the ridge until the infantry came up with the bayonet. "Alleemachtig," he replied, "do you think I was going to wait for that?" and he expressed the general sentiment.

BRITISH LOSSES AT GRASPAN.

Everyone is discussing to-day the list of war losses at Graspan. They are in many respects remarkable. 22 killed, 7 missing, make a huge total. The most striking feature is the casualties in the Naval Brigade, and especially of the Royal Marines. This will be best understood if I place them in tabular form—

LOSSES OF NAVAL BRIGADE.

Killed.	Wounded.	Total Percentage force casualties.
ROYAL NAVY.		
Officers.....	2	16
Men.....	2	13
ROYAL MARINES.		
Officers.....	2	1
Men.....	6	208

Here you have a percentage of over 42 per cent. casualties among the Royal Marine Light Infantry. Every Briton is proud of the marines. It has been said of them that they unite the hardness of the sailor with the discipline of the soldier and the bravery of both. If there is in the British Services a corps that can go anywhere and do anything it is the Marines. This grand exploit at Graspan is extolled by all who saw it, from the General downwards. On the field the men were christened, like the knight's banner of old, "Bravest of the brave," and here, as I have told you by telegraph, that title is universally endorsed. Something is there to deplore in these heavy losses. The question has been much discussed, whether, in view of the terrible gaps made in the roll of officers, they were not even yet too much marked out as Boer targets, by what General Gatacre the other day called "badges and bull-eyes." I have put the question whether the colonel, major, captain, or lieutenant could not wear his distinguishing marks behind instead of in front, but he must be recognised, and he usually leads, stripes or badges behind the

shoulder would be more often in view than when worn on the breast. A colonel to whom this suggestion was made, while admitting that it might be worthy of consideration, remarked:—"That is not the real difficulty; somebody must lead and command, and the man who leads cannot avoid being conspicuous. In the new infantry attack make short rushes. The officer gives the command; he is the first to rise, and necessarily draws the fire; you can't help it. No, the most important question is the policy of these front attacks. When your men climb precipices under heavy fire how can you escape, proportionate heavy sacrifices? The thing to be considered is, if it would not often be better to continue your shell fire for a longer period, and whether more could not be done by flank attacks? I incline to that opinion, but the officer in command on the spot can form a judgment on that point, in any particular engagement."

BOER LOSSES—LACK OF CAVALRY.

Whatever our losses may have been, those of the Boers are killed and wounded have been vastly greater; but they have not been—paraded before the world. It is published in Pretoria that they had ten killed at Belmont, but Lord Methuen accounted for eighty-one. As reported to you by wire, I am told that the officer commanding telegraphed to a friend that not a soul of the enemy would have escaped if he had possessed full quota of cavalry. This has been our want all through the war. The speed with which the Boers regain their horses and gallop off the field is a marvel. We are not less surprised at the enemy's success in saving his guns. It is that at Belmont the Boer artillery was never in action. The previous action when Keith-Falconer was killed had warned them that we should most likely capture the Krupp or Creusots. On several occasions when we have "silenced the enemy's guns" there is reason to opine that the commandant, finding that he could do little or nothing against our batteries, and fearing the ugly rush that was coming, got his guns away to the rear. Once the advance is made in sufficient force, with the cavalry in proportionate strength, there will be a different tale to tell. Like the Kaffir, the Boer never imperils his retreat, and less than ever will he run a risk with guns to protect. This, I believe, is the secret of the reported retreat of General Joubert—if there be any such General, for he is persistently reported to have been killed in Natal. The commandos have retired from Mooi River and Estcourt, and we expect to hear presently that the whole force is again retreating towards Ladysmith.

THE WESTERN BORDER.

Supplementary to the stories of the recent fighting on the Western Border which you have received by telegram, I forward the following graphic sketch by a Canadian war correspondent—Mr. Charles Lewis Shaw. This was not his first experience of the work of home troops, for he accompanied Lord Wolseley on his Sudan expedition. The Boers at Belmont held a crescent-shaped range of kopjes known as Kaffir's Kop. The advancing British force bivouacked for the night on the plain. No sound was heard the close presence of several thousands of British troops and a body of Boers of unknown strength. In the grey dawn Lord Methuen's force was drawn up in a long thin line, in open order; the Coldstream Guards occupied the right of the line, next came the Grenadiers, then the Scots, while the line regiments, Northumbrians and Yorkshiresmen, were extended to the left wing, at which was stationed the artillery. The guns were thus in face of the south-eastern horn of the semi-circle of kopjes, where the Boers had a gun posted about a peak about 150 feet above the plain. Every man was tensely alert, waiting the order, and a thrill of movement fled along the line as the first British 12-pounder emitted its sharp bark, and landed a shell close to the Boers' cannon. Then the advance began. The sky was lightening every minute, and the heralds of the dawn were flying westward across the cloudless heavens. There was another kind of lightning playing along the crest of the hills in front; in the half-light, and against the rocky background, the volleys from the Boers' guns looked for all the world like forked lightning dancing among the boulders. But the British stayed never a moment. Keeping a perfect alignment, the extended line moved forward as if parading at a review. Not a sound was heard save the "tramp, tramp" of thousands of men, the boom of the guns, and the occasional volley. It was like the steady, resistless unshakable roll-on of a huge wave against a cliff. Soon the level plain was crossed, and the ground trended upwards in a gentle slope, which later developed into an almost precipitous ascent. How the men scrambled up is a mystery; they seemed to climb like monkeys. By this time the Boer cannon had been silenced, but the enemy's riflemen were pumping bullets down from their eyrie against the oncoming force. The latter, still silent, fought their way up the declivity yard by yard; they wanted no display of valour such as few troops in the world could imitate. Unfortunately, the stiffest kopje of all, on the Boer left, had not been sufficiently searched by artillery fire, and now our gallant men reached the foot, and they had actually to be halted for a while until the shells, striking close overhead and wonderfully well delivered, had somewhat cleared the way. Here it was that we lost most heavily, forty or fifty of our soldiers dropping close together. But at length, and really for the first time in the advance, the officer could be heard. "Forward, men" was the command, and the line recommenced to climb. The enemy was pouring down a terrific fire, but nothing could stay the onset.

TOMMY ATKINS AND THE COLD STEEL.

A few minutes, and Tommy was among the Boers with the steel for five wild and breathless minutes. Then the enemy scattered, and hopped, and ran and leaped down the north-eastern slope, and he was making for his horse. As he skipped out of close range a score of British soldiers on the captured kopje accelerated his fight with volleys and individual shooting, and when a running man would double up all of a sudden and roll over like a shot rabbit, there was no crying on the hill-top. Numbers of the fugitives were knocked over, one or two at the long range of 300 yards. The unwounded reached their horses and galloped away over the plain in a northerly direction, towards Modder River. Our Lancers had skirted the highest kopje to the east, and when the beaten enemy streamed down the slope they started in pursuit, but their horses were done up; and had no chance with the fugitives. The sun rose exactly over the centre of the kopjes held by the Boers, and turned the whole brown veld into a sea of shimmering ruddy haze, through which came the steady line of troops, casting long shadows to the rear. The sun glare did not help the men's accuracy of aim, and most of them had to fire straight into the brilliancy, and, vice versa, it helped the Boers to a better mark. But it was not here that our casualties were made; they came when the troops were scaling the last fifty yards of the hill-top. Next to the magnificent courage of the troops, should be mentioned the marvellous energy and skill of the engineering corps, under Major Stewart. When the men returned from the ridge the wrecked railway track and broken-down culverts had been repaired, and trains were standing ready at Belmont Station, with supplies of water and medical comforts, to carry the wounded. The Boers were strongly posted, and had unlimited ammunition, but they could not wait for the bayonet. If we had had a couple of regiments of cavalry with fresh horses the rout would have been a massacre.

CARRYING SECRET DISPATCHES.

This war has developed an industry that is almost new to South Africa—the art of carrying secret dispatches. The ingenuity displayed has often been remarkable. My friend Mr. Bennett Burleigh devised balloons, miniature boats to float down the river, and other devices to evade the ring of Boers at Ladysmith, plus, of course, Kaffir runners. The Kaffir is a fine scout, but he has the defect of a newsbearer, in which some journalists are not wholly free of exaggerating and telling amiable lies. When you give him a written message, the boy does well as a rule. Reuter's Agency has had several of its boys captured. The Kaffir eludes the Boer pretty often, especially by his invisibility on dark nights, and next by his most artistic personation of innocent ignorance.

"Me no speak English; me no know English; me no hate English; me driven away by Mafeking," and so on, lips the guileless child of Nature. One of these wily creatures was caught between Mafeking and Kuruman. Protesting in vain, he was stripped by the Boers, but he a bit of paper was found, and he was allowed to proceed. He bore an important dispatch in a quill, which he carried in one of his nostrils. Another coloured emissary was mounted. The enemy examined him from head to foot, divesting him of all attire, but found nothing, the message being in his saddle. A young Scotsman doled the Boers with charming good-nature. "Dispatches! No! he wasn't going to carry dispatches!" "What have you got there?" the Boer commandant asked, referring to the parcel the Scots carried. "Only a few sandwiches. Will you have one?" and with the most artless air, the North Briton unrolled his napkin and offered his burgher some of his fare. The papers were concealed in the napkin and in a hand-boiled egg. He got away on most friendly terms.

A DARING DISPATCH RUNNER.

The most daring of all the dispatch runners is said to be Mr. W. Cumming, of Daughlas, near to Kimberley. He has gone in and out of the beleaguered city at great risk, the Boers having it said, offered £500 for his capture. On one occasion, bearing a message from Mr. Rhodes, he crept a good point of thirty miles on his hands and knees so as to escape observation in a region swarming with the enemy. It is to these adventures follows we have owed the story of Kekele's gallant defence. Britishers in the Transvaal are liable to be searched for treacherous documents. One of these believes he was expelled to Natal because a letter was found upon him describing the "Diggers' News" as "a rag." Served him right. It would be an insult even to a dirty rag to compare it with the "Diggers."

"LONG TOMS" SHELLS.

I have just seen a letter written by a young woman at Ladysmith to a friend in Graaf-Reinet. The writer went to the camp to procure a few splinters of one of Long Tom's shells, and she got more than one memento. She writes:—"I asked a soldier if I could go with them. He replied: 'Oh, certainly, Miss! I'll take care of ye, an' tell ye when another 'blowin' shell comes along.' We were hearing the spot where the last had fallen, when our friend called 'Look out! Here's another!' I had scarce time to see when we heard the shell flying past with a scream. I closed my eyes and grasped a wire fence with great energy. The shell burst about seven yards from us. It shook the earth, and I thought my legs were being shot all over. The first thing I saw before I closed my eyes was some men writing on the ground and our protector flying for dear life." Miss received a severe scolding for her temerity when she reached home and found a flesh wound in the leg and a dreadfully big hole in the stocking. In the age of women's rights it is to be hoped the right of facing shell fire will not be one of them.—Daily Telegraph.

REFORMING THE ACCENT:

A Sketch.

[BY W. PETT RIDGE.]

The regiment being a mixed one, boy recruits sit one on each side of the six tiers of seats, recruits on the other. In front of the delighted roaring fire which faces them, with its flames rushing up to tell the outer world all about it, marches a young drill-sergeant in spotted scarlet blouse and black skirt, who endeavours to add to her twenty years by an aspect of immeasurable sternness. She has in her hand a book useful for reference, useful also for giving reproof to the knuckles of the reckless and the unwary. As the civilian enters, blither, blither criticism is being dealt by the drill-sergeant on the clumsy effort of a shock-headed lady private to say omnibus, the recruit being in favour of omnibus, and while admitting that the word as written possesses no letter "i," it is at the same time unwilling to admit that custom is wrong and the dogmatic young drill-sergeant right. Mother always says omnibus, and Aunt Emma says omnibus, except when they say bus, and besides— Silence! Children, stand up. The children, up on the instant. Would the civilian like to inspect the practice of the raw recruits? The civilian would be glad. Children, sit down; touch elbows.

"Who?" demands the drill-sergeant, holding up her book for attention, "who would like to recite those verses about the horse which—" "I recite them in the air," which we learnt last week?"

Cautious review of volunteers courageous enough to attack the series lines of poetry. "Tommy Stace," says the drill-sergeant selecting a saucer-eyed lad, "You!" Whereupon Master Stace gallops off at a desperate rate, and is at the third line ere he realizes that the drill-sergeant is commanding him to halt. "Go more slowly, Tommy Stace. Speak each line distinctly, Tommy Stace. Let us hear each word, Tommy Stace."

"The horse—"

"Horse" murmurs the sergeant with emphasis on the aspirate.

"The horse is to a man A willing pliant friend, He staid—"

"Starts, Tommy Stace, starts."

"He starts at a early morn Till day is at a end—"

"An end, if you please."

Master Stace, his ardour somewhat cooled by these humble accidents, makes the required amendment, takes a deep breath, gases very hard at Moses in the Bulrushes on the wall, and attempts the second lap—

"In pleasure or in work He will to a wish, He'll make the care and sorrow—"

"Sorrow, Tommy Stace, sorrow."

"He gives the care and sorrow, And sometimes he'll enlist."

"Very good, Tommy Stace, very good indeed. Now the third verse. Use your handkerchief, and try the third verse."

Master Stace is watched curiously by his comrades. They are, I think, a little hurt to hear commendation.

"And amidst the battle's roar—"

"Well, Tommy Stace. What does he do in the battle's roar?"

Twenty hands up from those to whom the action of the horse in battle is not the impalpable secret that it is to Private Stace. He, finding no suggestion in the picture of the infant Moses, tries David preparing to slay Goliath as being more likely to assist a sluggish memory.

"And amidst the battle's roar—"

"Often, if you please."

"He's often to be seen A dyer for his country And victor our Queen."

Tommy Stace sidles up with the confident face of one who had good reason to expect a medal; up again, though to his astonishment, and ordered to say Victoria instead of Victor, which he does willingly, again resuming his seat, and for his success is pinched by the lad next him.

Now all of you stand up—command obeyed—and recite the little story of the Old Woman and the Fox.

Faces of entire detachment brighten at this; there is evidently humour to be encountered in the coming exercise. Drill-sergeant glances at her watch on the table; at half-past four to the moment the dismissal will have to be sounded, and she has no intention of breaking this signal to start. "One day," says the drill-sergeant, and commences to beat time with her book.

"One day," chants the class, "a ole woman—"

"Stop! stop! stop! You must say one day, and you must say an ole woman. O-I-d, old."

"One day an ole woman, met a fox in the wood. 'Good morning, Mr. Fox,' said she. 'The sun is high in the heavens.'"

"The sun is high in the heavens, and all the world is gay." "Madam," said the fox, "you speak the voice of treachery."

"Of treachery? Do you, Mr. Fox, sayde old woman," still took an interest in far produce? "Well," said the fox, blushing, "it is a subject which—"

Odd to note the regular Gregorian way of reciting the questions and answers pleasant to observe the way in which the troops keep time; the regular mounting and descending of inflection in the dialogue; the endeavour to conceal satisfaction when the end of the previous journey comes near, and the old woman gives the fox (who seems a well-meaning conversationalist, but unfortunately) the last word, concluding his reply.

The young drill-sergeant, not displeased with the concerted movement, accepts the civilian's congratulations in the manner of one who deserves them. Her gaze wanders up and down the ranks searching for a promising youngster: the eyes of all eager for selection.

"Nellie Wingfield!" A wild-haired infant on her feet, panting with excitement at the thought of action. "Nellie, you are going to be a very good little girl."

"Yes, teacher."

"Say yes, not yes. And are going to recite the poem called 'Up in the morning early.'"

"Up in the morning early, Up and about with the lark, When the flabbers—"

"Flow-ers, my dear, flow-ers—"

"When the flabbers—flow-ers—"

Nellie Wingfield, to the open delight of all of her gallant male companions, unable to find the word, "When the flabbers do is more than she is able to guess; a warning that she is to leave her head alone, deprives her apparently of the only means open to her for arousing a dormant mind.

"Lucy Marsden, you try!"

Miss Marsden is perhaps one of the most able of all. Whilst Nellie Wingfield is endeavouring to assume the look of one who could have refrained for good reasons of her own, Miss Marsden, her hands clasped behind her, reels off the lines with amazing ease, coming an occasional cropper, however, over the word "cows," which she pronounces as "cows," and "daisies," to which she gives by inadvertence the Cockney rendering. Nevertheless, Miss Marsden gets to the end of the gallop with safety, and is rewarded by applause tapped gently on the book by the sergeant.

"Now, I want you children to tell me some of the mistakes that have been made this afternoon, so that I may feel sure you have recognized them. Well, Bertie Cross?"

"Please, teacher, some one said 'fi-er' instead of 'fi-er.'"

"One of the boys said—he said 'draypers' instead of 'dr. pers.'"

"Draypers, my dear, is correct. You don't say, Mother, can I fetch you anything from the dryer's?" You always say, Mother, can I fetch anything for you from the dryer's?"

"I never say neether," mutters the small girl.

A boy rises from the end of his line with one eye on a red-headed girl and desperate decision in both, but she gives him a deadly look and he goes down as though shot. The civilian has been so long, however, that the drill-sergeant, pointing out that it is now near to the hour of half-past four, declares there is just time for one more display in elocution.

The right hands of those eager for glory and willing to take to risks go up on this announcement. Alice Cleaver is chosen.

"Alice, you will give in your best manner, in your very best manner, mind, the poem of the—"

"The Fireman Brive," suggests Miss Cleaver with respect.

"No, that's the Fireman Brive! but the one entitled 'Home of my Youth.'"

Miss Cleaver throws her loose hair from her shoulders and coughs.

"One of my Youth," by Anon," says Miss Cleaver.

"Don't forget your aspirates, dear." Miss Cleaver draws a deep breath in order that she may, at any rate, start with a good one.

"Home of my youth, long, long ago, Nestling sweet in the valley below, 'Are you forgotten the days that are spent—'"

"Do be careful," urges the drill-sergeant. "Keep to the orchards and meadows of—"

"What are meadows?" (Satirical question.) "Things what you eat," says Miss Cleaver.

"You are unchanged, still as of yore. Routes and meadows bloom at your door. Routes that fade, but—"

"Oh, my dear, my dear, my dear!" wails the sergeant.

As the civilian strolls along a street already dusky, with lamps brightening suddenly in the shop windows, some of those released from drill hurry past homeward to their respective barracks.

"But, I say! Ain't she bloomin' pettiar 'bout the 'y' what you pronounce your words?"

"And do you know what," remarks confidentially a mutinous girl. "My mother's bin in twice in some of the 'tighest families in the Bageford-road, and she's it's all a mistake, I—"

—Pall Mall Gazette.

THE HORRORS OF ELECTRICITY.

Electricity and its practical effects seem to be less understood than any other form of energy. Some of the more absurd ideas may be quoted here in order to remove a certain amount of apprehension.

CAN MEAT BE ELECTRIFIED?

The other day a Central Station engineer applied to his corporation committee for power to make a charge for inspections demanded by consumers which might turn out to be frivolous and unnecessary. The reason was that in one case a butcher had complained that his meat was electrified, and in another a consumer stated that his meter had exploded. The butcher's notion was highly ridiculous, as flesh, living or dead, has not been found to be capable of being electrified even when in much closer proximity to excessively high electric pressures than the meat could have been to a perfect safe domestic supply. The other idea of explosion is evidently based on the supposition that electricity is a gas generator. It is true that from some machines a supply of ozone (which we better acquainted with as "a sniff of the brim") may be derived, but this is not the case with meters, which are a trifle more reliable than their kindred in the gas business.

WATCH STOPPED! TERRIBLE SICKNESS!

Men who ought to know better have accused the meters of transference of magnetism, and otherwise disorganizing their watches. This is not always said with the inward conviction that things are so, but it looks well to assume a little technical knowledge occasionally, although it ignores the fact that the meter is clad in an iron jacket which no intensity of magnetism can pierce. However, a correspondent of a paper in a great Yorkshire city went much further than this a few months ago and stated that he was standing on the pavement when a trolley wire broke on the local tramway system. He saw vivid flames extend for yds. around, the ground shook, his watch stopped on the instant, and he felt terribly ill. All this sounds rather alarming, but the details are due to a lively imagination rather than the actual facts. The wire falling to the ground and thus being relieved of all work beyond the breaking point, would no doubt part with its energy to the return rail at such a rapid rate that the heat evolved would melt the copper and show the characteristic flame. But that is all, and that would be all over in less time than it takes to write the word. Watches have been known to stop before the dawn of the electrical age, and much have been known to feel ill from what the school-boys dub "blue funk."

WHAT PRESSURE DOES IT TAKE TO KILL?

Dangerous pressures vary according to the constitution and physical condition of the individuals concerned, but it may interest readers to know that while 1,700 volts or so is used to electrocute criminals in the State of New York a man in Messrs. Siemens' employ has had a shock of 2,000 volts run one hand to the other, arms extended, and has survived the ordeal.—Advocate of India.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Arnold, A. K.	Lochemer, Lord
Angier, A. G.	Little, J. J.
Archer, J. K.	Lambert, J. E.
Armstrong, A.	Lambert, J. E.
Atkins, J. H.	Lambert, J. E.
Baker, A. M.	Lambert, J. E.
Barton, W. T.	Lambert, J. E.
Bickford, A. J.	Lambert, J. E.
Brown, N. P.	Lambert, J. E.
Butt, C. W.	Lambert, J. E.
Butt, W. S.	Lambert, J. E.
Blansky, A.	Lambert, J. E.
Brown, R. A.	Lambert, J. E.
Bisset, C. O. Messrs.	Lambert, J. E.
Bourdonnel, B. de	Lambert, J. E.
Bennet, J.	Lambert, J. E.
Bennett, Mr.	Lambert, J. E.
Blake, R. E.	Lambert, J. E.
Barnes, J. H.	Lambert, J. E.
Barnaby, E. M.	Lambert, J. E.
Bibb, Angan	Lambert, J. E.
Browning, Miss B.	Lambert, J. E.
Ballard, Anna	Lambert, J. E.
Brennes, C.	Lambert, J. E.
Burnett, L. C.	Lambert, J. E.
Brusse, G.	Lambert, J. E.
Bieckley	Lambert, J. E.
Brumbridge, Miss	Lambert, J. E.
Bloom, Rosa	Lambert, J. E.
Brooks, F.	Lambert, J. E.
Bentley, D.	Lambert, J. E.
Benjamin, D.	Lambert, J. E.
Bannister, C.	Lambert, J. E.
Bowles, C. E.	Lambert, J. E.
Crook, Miss H. C.	Lambert, J. E.
Charlis, W. D.	Lambert, J. E.
Cum Vi, W. S.	Lambert, J. E.
Close, C. G.	Lambert, J. E.
Churchill, W.	Lambert, J. E.
Christensen, Mrs. B.	Lambert, J. E.
Crookback, H.	Lambert, J. E.
Cowell, J. M.	Lambert, J. E.
Capps, W. L.	Lambert, J. E.
Cranston, Miss E.	Lambert, J. E.
Clerke, S. J.	Lambert, J. E.
Craig, Miss A.	Lambert, J. E.
Clifford, G.	Lambert, J. E.
Chinevala, S. F.	Lambert, J. E.
Crook, Miss N. C.	Lambert, J. E.
Conner, R. H.	Lambert, J. E.
Chan Yau Wing	Lambert, J. E.
Cutler, Miss R.	Lambert, J. E.
Cardona, D. T.	Lambert, J. E.
Cameron, D. C.	Lambert, J. E.
Crampton, E. W.	Lambert, J. E.
Crony, H.	Lambert, J. E.
Cordova, F. H.	Lambert, J. E.
Cox, Miss M. J.	Lambert, J. E.
Charles, J. Capt.	Lambert, J. E.
Cworthington, O.	Lambert, J. E.

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Hongkong, 27th January, 1900. [114b]

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Captain P. H. Rolfe, will be despatched as above on MONDAY, the 29th instant, at 3 P.M.This Steamer has Superior Accommodation for First Class Passengers.
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Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 4th February, at Daylight.

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Hongkong, 25th January, 1900. [145]

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Hongkong, 26th January, 1900. [110b]

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Captain Hailey, will be despatched as above on MONDAY, the 4th February.For Freight or Passage, apply to
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Hongkong, 24th January, 1900. [101b]

CHINA NAVIGATION COMPANY, LIMITED.

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Captain Moore, will be despatched as above on MONDAY, the 5th February.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
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Hongkong, 26th January, 1900. [113b]

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Captain Towell, will be despatched as above on TUESDAY, the 6th February.For Freight, apply to
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Captain Batt, will be despatched as above on WEDNESDAY, the 14th February.For Freight, apply to
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Hongkong, 23rd January, 1900. [80b]

OCEAN STEAMSHIP COMPANY.

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THE Company's Steamship."STENTOR."
Captain Jackson, will be despatched on TUESDAY, the 20th February.For Freight, apply to
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Hongkong, 12th January, 1900. [151b]

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A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

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Hongkong, 25th January, 1900. [75b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship."TSINAN."
Captain Anderson, will be despatched as above on THURSDAY, the 13th February.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [32b]

CHINA NAVIGATION COMPANY, LIMITED.

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THE Company's Steamship."TSINAN."
Captain Anderson, will be despatched on THURSDAY, the 13th February, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

A/R-Retum Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamer of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [13b]

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "GOLDENBURG."
of the NORDEUTSCHER LLOYD.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notified to the contrary be given before 1 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st February, will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 1st February, and MONDAY, the 5th February, at 9.30 A.M.

All Claims must reach us before the 8th February, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 25th January, 1900. [22]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

"STEAMSHIP "TACOMA".
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 25th January, 1900. [4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"ARRATON, APCAR."
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once.

Cargo remaining on board after the 27th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 25th January, 1900. [110b]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Agents.
Hongkong, 17th November, 1899. [11]

Antimations.

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED AND EMBROIDERED
SCREENS, LACQUERED
BOXES,
And Several Kinds of
PHOTOGRAPH FRAMES
at
MODERATE PRICES.D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 18th January, 1900. [41]F. BLACKHEAD & CO.,
SHIP CHANDLERS, SHIPMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRIMA CENTRAL HONGKONG,
SOLE MANUFACTURERS.SOLE AGENTS FOR
HARTMAN'S PATENT GREY HAND
BRAND, HARTMAN'S GREY PAINT,
DUMILLER'S PATENT MOTOR
LAUNDRY,
No. 12, &c. &c. &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
HARTMAN'S PATENT MOTOR
SHIPS' SUPPLIES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 18th May, 1896. [18]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR CO., LD.,
DUNLOP TYRES, BICYCLES, PRICE
A special reliable Watch made for this Climate
Quality A \$16
Quality B \$12
Quality C \$8
No. 1, Queen's Road, Hongkong.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.Terms moderate, for Particulars apply
to the Teacher, at the School.
c/o This Office.
Hongkong, 18th August, 1899. [1048a]CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHAIKES ALL BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition,
and for Vanguard and Sothe's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, AND SPYGLASSES.
Nos. 41 & 42, Queen's Road Central. [43]

MITSUBISHI KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office, TOKYO.

LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.Agents:-
Mitsui Bussan Kaisha, Ltd.,
M. FUJIE,
Manager.
Hongkong, 1st December, 1899. [13]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.J. EYRE'S
FLUID
THE DISINFECTANT.AVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 21st March, 1899. [37]CLARKE'S B 41 PILLS are warranted to
cure in either sex, all acquired or constitu-
tional Discharges from the Urinary Organs,
Gravel, and Pains in the Back. Free from
Mercury. Established upwards of 32 years.
In boxes, 4s. 6d. each, of all Chemists and
Patent Medicine Vendors, throughout the
World. Proprietors: The Lincoln and Mid-
land Counties Drug Company, Lincoln,
England. [49]

NOTICE.

S. J. TING,
SURGEON DENTIST,
No. 10, PAULINA STREET.
TERMS VERY MODERATE.
Conservation free.
Hongkong, 27th September, 1898. [30]MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE HOUSE ROAD.IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
Groups and Views
specially
Hongkong, 22nd September 1898. [40]

Antimations.

CARBOLINEUM AVERNARIUS.

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rots and Damphness.Sole Agents for China,
LUTGENS, EINSTMANN & Co.,
Hongkong, 11th September, 1896. [35]

GRIMAULT'S SYRUP

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Con-
sumption, Obsolete Coughs or
Colds and those affected with diseases
of the Chest, Lungs and Bronchial
Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authori-
ties in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.Grimault's Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly—a fact soon demonstrated by an in-
crease of weight and healthy appearance.Grimault's Syrup has a rose colour,
and is sold in the oval bottles. Beware
of imitations.GRIMAULT & Co., 10, rue de Valenciennes,
Paris.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:-
Bittern, British bark, Athens-Siemssen &
Co.VISITORS AT THE HONGKONG
HOTEL.Aiken, Mr. J. H. ... Mr. and Mrs.
Anderson, Mr. H. H. ... Mr. and Mrs.
Angus, Mrs. John ... Mr. and Mrs.
Ander, Mr. H. ... Mr. and Mrs.
Bailey, Mr. W. S. ... Mr. and Mrs.
Barber, Mr. J. N. ... Mr. and Mrs.
Balew, Mr. H. J. ... Mr. and Mrs.
Barnes, Mr. & Mrs. de ... Mr. and Mrs.
Blackburn, Com. R.N. ... Mr. and Mrs.
Barnes, Mr. & Mrs. de ... Mr. and Mrs.
Brooks, Mr. Franklin ... Mr. and Mrs.
Brooks, Mr. F. W. ... Mr. and Mrs.
Burgdorf, Mr. T. F. ... Mr. and Mrs.
Carter, Mr. H. B. ... Mr. and Mrs.
Chish, Mr. and Mrs. ... Mr. and Mrs.
W. T. ... Mr. and Mrs.
Clark, Mr. and Mrs. F. ... Mr. and Mrs.
Cullis, Miss ... Mr. and Mrs.
Dawson, Comdr. and ... Mr. and Mrs.
Mrs. Puley ... Mr. and Mrs.
Denroche, Mr. P. C. ... Mr. and Mrs.
Dickson, Mr. A. J. ... Mr. and Mrs.
Drum, Miss ... Mr. and Mrs.
Dusel, Mr. & Mrs. J. C. ... Mr. and Mrs.
Eddy, Mrs. T. H. ... Mr. and Mrs.
Eveling, Mrs. ... Mr. and Mrs.
Foster, Mr. A. ... Mr. and Mrs.
Glover, Mrs. ... Mr. and Mrs.
Goodall, Capt. ... Mr. and Mrs.
Goodman, Mrs. C. ... Mr. and Mrs.
Griffin, Major and Mrs. ... Mr. and Mrs.
Groves, Mrs. ... Mr. and Mrs.
Hall, Mr. R. J. ... Mr. and Mrs.
Hamilton, Capt. and ... Mr. and Mrs.
Miss, child, valet and ... Mr. and Mrs.
Harris, Mr. W. K. ... Mr. and Mrs.
Hayakawa, Mr. Y. ... Mr. and Mrs.
Henneberger, Mrs. ... Mr. and Mrs.
Henneberger, Mrs. ... Mr. and Mrs.
Henneberger, Messrs. ... Mr. and Mrs.
H. J. (2) ... Mr. and Mrs.
Holm, Mr. C. ... Mr. and Mrs.
Horsey, Mr. and Mrs. ... Mr. and Mrs.
H. H. ... Mr. and Mrs.
Howard, Mr. T. ... Mr. and Mrs.
Hudson, Mr. H. N. ... Mr. and Mrs.
Jeffrey, Major & Mrs. ... Mr. and Mrs.
Johnson, Mr. W. J. ... Mr. and Mrs.
Zundig, Mr. J. M. de ... Mr. and Mrs.VISITORS AND RESIDENTS AT THE
PEAK HOTEL.Bernadotte, Mr. Louis ... Mr. and Mrs.
Brady, Mr. H. F. R. ... Mr. and Mrs.
Bruce, Admiral & Mrs. ... Mr. and Mrs.
Burr, Mr. B. ... Mr. and Mrs.
Clarke, Capt. and Mrs. ... Mr. and Mrs.
A. C. ... Mr. and Mrs.
Daw, Mr. G. H. ... Mr. and Mrs.
Dow, Mr. F. J. ... Mr. and Mrs.
Dreze, Mr. F. J. ... Mr. and Mrs.
Elsdale, Colonel H. ... Mr. and Mrs.
Eubank, Mr. J. S. ... Mr. and Mrs.
Forbes, Mr. A. ... Mr. and Mrs.
Fraser, Mr. G. A. ... Mr. and Mrs.
Gompertz, Mr. H. H. ... Mr. and Mrs.
Gorges, Colonel E. H. ... Mr. and Mrs.
Gros, Mr. Edward F. ... Mr. and Mrs.
Hallifax, Mr. and Mrs. ... Mr. and Mrs.
E. R. ... Mr. and Mrs.
Hays, Mr. J. ... Mr. and Mrs.
Helm, Mr. H. L. ... Mr. and Mrs.
Jacob, Mr. F. B. ... Mr. and Mrs.
Crawford, Mrs. ... Mr. and Mrs.
Clement, Mr. C. ... Mr. and Mrs.
Cotton, Mr. and Mrs. ... Mr. and Mrs.
J. P. and son ... Mr. and Mrs.
Flynn, R.N. Rev. F. ... Mr. and Mrs.
Johnson, Rev. F. ... Mr. and Mrs.
Johnston, Mr. R. F. ... Mr. and Mrs.
Arnaud, Mrs. ... Mr. and Mrs.
Simmonds, Mrs. ... Mr. and Mrs.

EXCHANGE.

Hongkong, 27th January.

ON LONDON, Telegraphic Transfer, 1/11 7/16

Bank Bills, on demand, 1/11 1/16

Credits, 4 months' sight, 1/11 1/16

ON BERLIN, (demand), 1/11 1/16

Bank Bills, on demand, 1/11 1/16

Credits, 4 months' sight, 1/11 1/16

ON NEW YORK, Bank Bills, on demand, 1/11 1/16

Credits, 30 days' sight, 1/11 1/16

ON SHANGHAI, Telegraphic Transfer, 1/11 1/16

Private, 30 days' sight, 1/11 1/16

ON YOKOHAMA, Bank Bills, on demand, 1/11 1/16

Sovereigns, Bank's Buying Rate, 1/11 1/16

Gold Leaf, 100 touch, per tael, 1/11 1/16

Bar Silver, 100 touch, 1/11 1/16

Dollars, 100 touch, 1/11 1/16

2 per cent. prem.

The Share Market.

LATEST QUOTATIONS.

(January 27th.)

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shang-
hai Banking Cor-
poration, Ltd. \$125 33 1/2 premiumThe Bank of China
& Japan, Limited.
(Preference) £ 5 NominalThe Bank of China
& Japan, Limited.
(Ordinary) £ 4 1/2 buyersThe Bank of China
& Japan, Limited.
(Deferred) £ 1 1/2 buyersNational Bank of
China, Ltd. £ 8 1/2

Do. Founders. £ 1 1/2

Marine Insurance.

Union Ins. Society of
Canton, Ltd. £ 50 \$235China Traders' Ins.
Co., Ltd. £ 25 \$57North China Ins. Co.,
Ltd. £ 25 Tls. 180Yangtze Ins. Assoc.
Ltd. £ 60 \$113 buyersCanton Ins. Office.
Ltd. £ 50 \$130

Straits Ins. Co., Ltd. £ 20 \$24

Fire Insurance.

Hongkong Fire Ins.
Co., Ltd. £ 50 \$335 buyersChina Fire Ins. Co.,
Ltd. £ 20 \$88

Shipping.

Hongkong, Canton, &
Macao Steamship
Co., Limited. £ 15 \$31Indo-China Steam
Navigation Co., Ltd.
China & Manila S.S.
Co., Ltd. £ 50 \$85 buyersDouglas Steamship
Co., Ltd. £ 50 \$51China Mutual S. N.
Co., Ltd. (Ordinary) £ 10 £10 buyersChina Mutual S. N.
Co., Ltd. (Ordinary) £ 10 £10

Star Ferry Co., Ltd. £ 5 £5

"Shell" Transport &
Trading Co., Ltd. £100 £250

Refineries.

China Sugar Refining
Co., Ltd. £100 \$115